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1. The East German Ministry of Railroads is negotiating [] for the sale of 36 electric locomotives which the Soviet Union had removed [] after World War II and returned to East Germany in 1952. Of the 36 locomotives, 25 are type E-94 and 11 are type E-18, all older models. As payment the Reichsbahn wants copper products, badly needed for the contemplated re-electrification of the rail lines around Leipzig, Halle and Dresden. Deputy Minister of Railroads Richard Staimer has issued instructions, however, that the negotiators should acquire not copper but boiler tubes and drive-wheel tires for steam locomotives. The locomotive maintenance situation in East Germany is so bad that unless these materials can be obtained serious operational problems will soon affect the Reichsbahn. The Reichsbahn is asking 270,000 DM worth of critically needed materials for each type E-94 locomotive. It hopes through this transaction to procure a stock of parts to keep the East German locomotives operating for another two years.
2. On 21 and 22 August 1953, representatives of the Reichsbahn and of the Polish State Railways met in Cottbus to discuss the movement of Soviet-interest trains and international freight trains through Poland. Of late delays have been occurring more and more frequently. Some of these are attributed to Polish partisan activity. Disagreements arise among train crew members on how to effect rerouting. Freight tariffs are based on the shortest route and normal running time, and delays and rerouting add considerably to hauling costs. First Deputy Minister of Railroads Erwin Kramer was reportedly one of the representatives at the conference.
3. The rail line from Berlin-Spandau Hauptbahnhof to Berlin-Spandau West is to begin double-track operation effective 1 August 1953.
4. The line from Erfurt to Suhl is single-track. According to present plans the line is to be double-tracked before the end of 1953.
5. Fritz Ross, an official in the traffic department of RBD Berlin, has been named vice-president of RBD Berlin. []

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